

AMENDMENTS TO THE TITLE:

Please amend the title to read as follows:

--APPARATUS AND METHOD FOR CLEANING EXHAUST GAS FROM AN
INTERNAL COMBUSTION ENGINE--

AMENDMENTS TO THE SPECIFICATION:

Page 1, please add the following new paragraphs before paragraph [0001]:

[0000.2] CROSS-REFERENCE TO RELATED APPLICATIONS

[0000.4] This application is a 35 USC 371 application of PCT/DE 03/03196
filed on September 25, 2003.

[0000.6] BACKGROUND OF THE INVENTION

[0000.8] Field of the Invention

Please replace paragraph [0003] with the following amended paragraph:

[0003] To reduce the nitrogen oxide components in oxygen-rich exhaust gas, of the kind emitted especially by Diesel engines and by direct gasoline injection engines, it is known to introduce a reducing agent into an exhaust gas ~~tract stream~~. NH₃, for instance, is suitable as a reducing agent and can be introduced in the form of gas into the exhaust-gas stream. In this selective catalytic reduction (SCR), the ammonia, along with the nitrogen oxides contained in the exhaust gas, is selectively converted into molecular nitrogen and water. Because of its toxicity, however, pure ammonia gas is unsuitable for use in the motor vehicle. One known method provides for the use of aqueous urea solution as a reducing agent. In that case, the actual reducing agent, ammonia, is not released until after thermolysis and ensuing catalyzed hydrolysis of the urea.

Page 2, please replace paragraph [0006] with the following amended paragraph:

[0006] **Advantages of the Invention**

SUMMARY AND ADVANTAGES OF THE INVENTION

Page 5, please replace paragraph [0016] with the following amended paragraph:

[0016] According to the invention, a method for cleaning exhaust gases of an internal combustion engine, in particular an internal combustion engine with self ignition and/or with direct fuel injection, in which an exhaust-gas stream is carried through at least one oxidizing catalytic converter disposed in the exhaust conduit and at least one device, downstream of the oxidizing catalytic converter, for selective catalytic reduction (SCR catalytic converter) provides that a reducing agent is delivered to the exhaust-gas stream inside the at least one oxidizing catalytic converter. By the introduction of the reducing agent through a nozzle at the beginning of the catalytic converter path, the mixing distance required until now is eliminated. Even without the mixing distance, optimal action on the downstream SCR catalytic converter is assured, since the reducing agent mixes ideally with the exhaust-gas stream because it passes through the two transition funnels of the exhaust gas system. It thus becomes possible to reduce the structural length of the system considerably and to heat the catalytic converters up faster. Also because of this, it becomes possible to install the SCR catalytic converter relatively near the engine, so that under some circumstances the catalytic converter can be accommodated in the engine compartment, and there is no need to install it in the region under the floor of the vehicle, a position that is less favorable for attaining a **fast** working temperature faster.

Page 6, please add the following new paragraph after paragraph [0017]:

[0017.5] **BRIEF DESCRIPTION OF THE DRAWINGS**

Please add the following new paragraph after paragraph [0020]:

[0020.5] **DESCRIPTION OF THE PREFERRED EMBODIMENTS**

Please replace paragraph [0021] with the following amended paragraph:

[0021] Fig. 1, in a schematic illustration, shows an internal combustion engine 2 with an inlet conduit 21 for delivering fresh gas 22 and with an exhaust conduit 29 with exhaust-gas cleaning elements disposed in it. A charge air cooler 23 is disposed in the inlet conduit 21 but is not absolutely necessary. An optional exhaust-gas recirculation system 24 is also provided between the inlet conduit 21 and the exhaust conduit 29. Finally, the engine has an exhaust-gas turbocharger 25, which has an exhaust gas turbine 26 in the exhaust conduit that is coupled, via a shaft 27, with a compressor 28 in the inlet conduit 21. An outlet of each combustion chamber of the engine 2 has an outlet conduit 30, and these conduits are joined together to form the common exhaust conduit 29 in a downstream manifold or collector 31.

Page 10, please add the following new paragraph after paragraph [0033]:

[0034] The foregoing relates to preferred exemplary embodiments of the invention, it being understood that other variants and embodiments thereof are possible within the spirit and scope of the invention, the latter being defined by the appended claims.